

# China Mail.

Established February, 1846.

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HONGKONG, SATURDAY, JULY 6, 1890.

日九月十五年寅庚

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clerken's Lane, Lombard Street, E.C.; GEORGE STREET & CO., 39, Cornhill; GORDON & GORGE, Judges' Circuit, K.C.; BATTS & HINDS, 37, Walbrook; E.O. SAMUEL & CO., 150 & 154, Leadenhall Street; W.M. WILSON, 153, Fleet Street; F.C. REED, WALTER WATSON, 15, Fleet Street.

PARIS AND EUROPE.—ANDREW PRINCE, 39, Rue Lafayette, Paris.

NEW YORK.—J. STEWART HAPPER, THE CHINESE EXCHANGE OFFICE, 62, West 22d Street.

SAN FRANCISCO and AMERICAN PORTS generally.—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORGE, Melbourne and Sydney.

DEVON.—W.M. SMITH & CO., THE AFRICAN CO., London.

SINGAPORE, STRAITS, &c.—SAVAGE & CO., Square; Singapore; O. HEINZEN & CO., Manila.

CHINA.—MIGUE, F. A. DE CRUZ, Amoy; N. MOALE, Fecelot, Hedges & Co., Shanghai; LANE, CRAWFORD & CO., and KELLY & WALES, Yunnan.

LANE, CRAWFORD & CO., and KELLY & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000  
RESERVE FUND, \$3,600,000  
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.  
Chairman—G. L. DALYMPLE, Esq.  
Deputy Chairman—S. MORSE, Esq.  
T. E. DAVIES, Esq.  
W. H. FORBES, Esq.  
H. HOPPIN, Esq.  
Hon. J. J. KEEWICK,  
Alex. MCNAULIE,  
Esq.

CHIEF MANAGER.  
Hongkong—T. JACKSON, Esq.  
MANAGERS.  
Shanghai—John WALTER, Esq.  
LONDON BANKS.—London and Trinity Bank.

HONGKONG.

INTEREST ALLOWED.  
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and on the chief Commercial places in Europe, India, Australia, America, China and Japan.

THOMAS JACKSON,  
Chief Manager.

Hongkong, May 13, 1890. 363

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong, Business hours 10 on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Suma less than \$1, or more than \$250 at one time, will not be received. No deposit may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and the beginning of July.

6.—Correspondence as to the business of the Bank is marked on Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING CORPORATION,

THOMAS JACKSON,  
Chief Manager.

Hongkong, May 13, 1890. 764

FOR SALE.

FOR SALE  
AT THE PEAK.

THE FALLS' on E. B. L. No. 28.—A well-built six-roomed House, at present let on Lease for one year.

For full Particulars, apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, November 12, 1890. 2152

FOR SALE.

A SEMI-GRAND PIANO, by COLLARD & COLLARD. Made expressly for the climate.

Apply to  
LANE, CRAWFORD & CO.

Hongkong, April 20, 1890. 703

BALL PROCLAMATION

FOR SALE.

10 NEW STARS AND PATTERNS.

CHINA MAIL OFFICE,

1, WEDDING STREET.

## Intimations.

BY APPOINTMENT.

A. S. WATSON & CO., Limited,  
(ESTABLISHED A.D. 1841.)

THE HONGKONG DISPENSARY,  
HONGKONG.

Wholesale and Retail Druggists.

ANALYTICAL,  
FAMILY, DISPENSING AND  
GENERAL CHEMISTS.

PERFUMERS.

PATENT MEDICINE PROPRIETORS.

SEEDSMEN.

WINE AND SPIRIT MERCHANTS.

CIGAR IMPORTERS, &c. &c.

MANUFACTURERS OF AERATED  
WATERS

By Steam Machinery.

PHOTOGRAPHIC DRY PLATES.

Apparatus, Chemicals, and Materials of all kinds suitable for Amateurs and Professionals, at Moderate Prices.

1142

REUTER BROCKELMANN & CO.,  
General Managers.

## Intimations.

THE DARVEL BAY TRADING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY General MEETING of the DARVEL BAY TRADING COMPANY, LTD., will be held at No. 9, Queen's Road, Victoria, Hongkong, on MONDAY, the 7th day of July, 1890, at 12 o'clock, at Noon, when the abridged Resolution which was passed at the Extraordinary Meeting of the Company held on the 21st day of June, 1890, will be submitted for Confirmation as a Special Resolution:

"That the Company be wound up voluntarily under the Provisions of the Company's Ordinances 1865 to 1886, and that FREDERICK ALEXANDER ALFRED BUSING BROCKELMANN and JUSTUS FREDRICH HEINRICH HEYN, comprising the Firm of REUTER BROCKELMANN & CO., be the Liquidators of the said Company, and their remuneration as such Liquidators to be the same as that allowed them as General Managers of the Company."

Dated this 23rd day of June, 1890.

REUTER BROCKELMANN & CO.,  
1142

W. POWELL & CO.

EX STEAMSHIP CYCLOPS.

FURTHER LARGE SHIPMENTS OF  
NEW GOODS.

TRIMMED MILLINERY.

STRAW HATS—SPECIAL NOVELTIES.

FLOWERS—FLOWER MOUNTS, FEATHERS.

NEW DRESS GODS.

BOOTS, SHOES, HOSIERY, &c., &c.

W. POWELL & CO.

VICTORIA EXCHANGE, July 5, 1890.

1206

MARINE HOTEL,  
HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that he will OPEN THE MARINE HOTEL, on or about the 1st May.

THIS FIRST-CLASS HOTEL

is situated on the Praia, West opposite the Old P. & O. WHARF, and is newly built

or Chamber Room, City Hall, at 12.30 p.m., on SATURDAY, the 19th July, 1890, to elect a Committee in accordance with the following Resolution passed at the Annual General Meeting of Shareholders, on 28th ultime:

"That a Committee of Investigation be appointed to examine into and report on the working of the business. The Directors to appoint two and the general body of Shareholders two."

By Order,

EDWARD OSBORNE,  
Secretary.

Hongkong, July 4, 1890. 1206

THE HOTEL MARINA.

NOTICE OF OPENING.

THIS FIRST-CLASS FLOATING HOTEL will be open for the accommodation of Guests, or about 1st JULY.

The Hotel being entirely new and fitted up with all modern improvements, Restaurant and the Travelling Public will here find superior accommodation.

The Hotel "D'HOTEL" will be unoccupied, the "cubine" being under the supervision of a well-known and experienced CATERER.

Being situated within a short distance of Kowloon Point, The Hotel MARINA offers Guests exceptional advantages for Healthfulness and Refreshing Dress, the avoidance of street noises and unwholesome odours, &c.

SEPARATE BATHROOM and VERANDAH attached to every bedroom, in which comfort and ventilation are specially considered.

Grand Promenade Deck, Commodious and Airy Dining Room, Ladies' Parlour, Billiard Room and Half Dressing Saloon, together with a Saltwater Swimming Bath, &c., &c.

The HOTEL LAUNDRY will run half-hourly to and from Pudding's Wharf and the Hotel, FREE of CHARGE.

Bedrooms may now be engaged upon application to

ANDREW R. FOSTER,  
Manager.

Hongkong, June 21, 1890. 1130

NOTICES TO CONSIGNEES.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLEBROOK, LIVERPOOL AND SINGAPORE.

THE Company's S.S. "Paddington" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, Kowloon, whence delivery may be obtained.

All Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned, before Noon on the 9th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th Inst., at 4 p.m.

No Fire Insurance has been effected, and Goods remaining in the Godowns after the 9th instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 a.m. To-DAY.

Bills of Lading will be countersigned by ARNOLD, KARBERG & CO., Agents.

Hongkong, July 3, 1890. 1101

NOTICE TO CONSIGNEES.

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. "Hesperia," Captain WARREN, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon on the 3rd instant.

Any Cargo impeding her discharge will be landed into the Godown of the HONGKONG KOWLOON WHARF AND GODOWN CO., LTD., at West Point, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after 10 days will be sold at Auction.

No Claims will be admitted after the 10th instant, at Noon, will be subject to rent, and landing charge, at one cent per packet per diem.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th Inst., at 4 p.m.

No Fire Insurance has been effected.

# THE CHINA MAIL.

Mails.



STRAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.  
*N.B.*—Cargo can be taken on through Bills  
of Lading for DATAVIA, PERSIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
ROMA, Captain A. W. ADAMSON, with  
Her Majesty's Mails, will be despatched  
from this for LONDON via BOMBAY  
and SUEZ CANAL, on THURSDAY, 10th  
July, at Noon.

Cargo will be received on board until 4  
p.m. Parcels and Specie (Gold) at the Office  
until 4 p.m., on the day before sailing.

Silk and Valuables for Europe will be  
transhipped at Colombo; General Cargo  
for London will be conveyed via Bombay  
without transhipment, arriving one week  
earlier than by the ordinary direct route via  
Colombo. Tea will be sent either via Bom-  
bay or Colombo, according to arrangement.

No charge for Passage, except  
FREIGHT AND PASSAGE, apply to the  
PENINSULAR & ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are  
required to be declared prior to shipment.

Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bills of Lading.

Passenger desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

This Steamer takes Cargo and Passengers  
for MARSEILLES.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, July 2, 1890. 1003

NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLES, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 17th July, 1890, at Noon, the Company's  
S.S. NATAL, Commanded by BRETT,  
with MAILS, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 16th instant, 1890. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired to be declared prior to shipment.

For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, July 4, 1890. 1203

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
PEKING will be despatched for San  
Francisco, via Yokohama, on SATURDAY,  
the 19th July, at 1 p.m., taking Passengers  
and Freight for Japan, the United States,  
and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railways, to Havana, Trinidad, and  
Demarara, and to ports in Mexico, Central  
and South America, by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—  
To San Francisco ..... \$225.00  
To San Francisco and return ..... 393.75

To Liverpool ..... 325.00

To London ..... 330.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passenger by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passenger who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10 %. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Fare will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Passenger invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 614, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, June 20, 1890. 1101

Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship BELGIC will be  
despatched for San Francisco, via  
Kohi and Yokohama, on TUESDAY, the  
8th July, at 1 p.m.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan.

All Parcel Packages should be marked to  
address in full; same will be received at  
the Office until 5 p.m., same day; all Parcel  
Packages should be marked to address in full; value  
of same is required.

First-class Fares granted as follows:—  
To San Francisco ..... \$225.00  
To San Francisco and return ..... 393.75

To Liverpool ..... 325.00

To London ..... 330.00

To other European points at proportionate  
rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passenger by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passenger who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10 %. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Fare will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

Passenger invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 614, Queen's Road Central.

O. D. HARMAN,  
Agent.

Hongkong, June 20, 1890. 1101

Intimations.

HONGKONG HIGH LEVEL TRAM-  
WAYS COMPANY, LTD.

SUMMER TIME TABLE.  
(To take effect from 1st May.)

WEEK DAYS.

8 a.m. to 10 p.m. every quarter of an hour.  
12 (noon) to 1 p.m. " " "  
1 p.m. to 2 p.m. " half hour.  
4 p.m. to 8 p.m. " quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.  
SUNDAYS.

CHURCH TRAMS at 10.40 a.m.  
12 (noon) to 2 p.m. every quarter of an hour.  
4 p.m. to 6 p.m. " " "  
9 p.m. to 10 p.m. " " "

Special CARS may be obtained on applica-  
tion to the SUPERINTENDENT.

Single Tickets are sold in Cars; Five-  
Cent Coupons and REDUCED TICKETS at the  
Office.

MCGEWEAN, FRICKEL & CO.,  
General Managers.

Hongkong, April 29, 1890. 769

WINDSOR HOUSE,  
HONGKONG.

NO. 8, QUEEN'S ROAD CENTRAL,  
PRIVATE BOARD AND RESIDENCE,  
AND  
FAMILY HOTEL.

This ESTABLISHMENT is situated in a most  
central position, opposite the Telegraph  
Office and two doors from the Chartered  
Bank. Offers FIRST CLASS ACCOMMO-  
DATION to RESIDENTS and TRAVELLERS, has  
a Spacious DINING ROOM, and a large  
number of well FURNISHED BED-ROOMS  
with all comforts.

Passengers by this Line have the option  
of proceeding overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passenger, who have paid full fare, re-  
embarking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10 %. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Passenger invoices to accompany Cargo  
destined to points beyond San Francisco,  
in the United States, should be sent to the  
Collector of Customs at San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 614, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, June 28, 1890. 1003

Intimations.

CHAS. J. GAUFF & CO.,  
Chronometer, Watch & Clock Makers,  
Jewellers, Gold & Silversmiths.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE, AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London  
PATTERNS, at very moderate prices. 742

NOTICE.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

TAKING CARGO AND PASSENGERS  
TO JAPAN, CANADA, THE  
UNITED STATES, AND EUROPE,

ENTIRE CHARGE PROGRAMME.

MONDAY—MIKADO.

By particular request and in the presence of  
H.R.H. PRINCE BEHARUNGSEL,  
H.R.H. PRINCE WATARA,  
H.R.H. PRINCE FREDERICK,  
His Excellency PHA DECHAO & SUITE.

Prices, as usual.

Hongkong, July 5, 1890. 1101

DANADIAN PACIFIC STEAMSHIP  
COMPANY.

RAILWAY LINES & STEAMERS.

THIS EVENING,  
GRAND VARIETIES ENTERTAINMENT,  
NUCLEAR & METEOROLOGICAL  
INSTRUMENTS.

VOYAGER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

RONNE'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY AND IMRAY CHARTS,  
NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE,  
CHRISTIE & CO.'S ELECTRO-PLATED WARE,  
GOLD & SILVER JEWELLERY

in great variety.

DIAMONDS

AND

DIAMOND JEWELLERY,

A Splendid Collection of the Latest London  
PATTERNS, at very moderate prices. 742

NOTICE.

THE CANADIAN PACIFIC RAILWAY

AND OTHER CONNECTING  
RAILWAYS & STEAMERS.

THIS EVENING,  
GRAND VARIETIES ENTERTAINMENT,  
NUCLEAR & METEOROLOGICAL  
INSTRUMENTS.

VOYAGER'S CELEBRATED  
BINOCULARS AND TELESCOPES.

RONNE'S LIQUID AND OTHER COMPASSES,  
ADMIRALTY AND IMRAY CHARTS,  
NAUTICAL BOOKS.

ENGLISH SILVER & ELECTRO-PLATED WARE,  
CHRISTIE & CO.'S ELECTRO-PLATED WARE

would thereby secure that unbroken sweep of Africa from North to South as much desired by the ardent supporters of British expansion in the Dark Continent.

## TELEGRAMS.

(Via Southern Line).

## JAPAN.

London, 2nd July, 1890.  
Prince Komon has been appointed Grand Cross of the Order of the Bath.

## LOCAL AND GENERAL.

## PIERRE SUZ CARAV.

OUTWARD BOUND.—Coronated, Gloucester, Alberto, Malacca, Russia, June 3; Barren Tower, 6; Bremerton, Los Angeles, 17; Ajor, 20; Djemaa, Medina, Pungay, 24; Putney, 27; Lydia, July 1.

HOMeward Bound.—Thames, 20; Ipswich, 24; Nectar, Saghalien, Mount, July 1.

The P. & O. Co.'s S. S. *Sulter*, with the English Mail of June 6th, left Singapore on Wednesday, the 2nd July, and may be expected here on or about the 11th.The P. & O. Co.'s S. S. *City of Peking* left San Francisco for Yokohama via Honolulu on the 14th June.The S. S. *Bewilder*, from Antwerp and London, left Singapore on June 3rd, and may be expected here on or about the 6th July.The Glebe Line's *Glenloch*, from London, left Singapore on the 4th July, and may be expected here on or about the 11th July.The O. S. S. Co.'s S. S. *Poleward*, from Liverpool, left Singapore on the 4th July, and may be expected here on or about the 10th July.The P. & O. Co.'s S. S. *Verona* left Nagasaki for this port at 5 p.m. on the 2nd July.

ORDER OF CHORAL SERVICE AT ST. JOHN'S CATHEDRAL.—SUN DAY AFTER TRINITY.

Matins: Venite, Alcool; Psalms, Hayes &amp; Matthews; Te Deum, Boyton Smith; No. Jubilate, Elvyn M. No.; Anthems: "Rend your hearts"; Kyrie; Boyton Smith, No.; Hymn, 248; Offertory, 287.

Evening—Psalms, Tully; Crook &amp; Remond; Cantate, Hopkins; Deus Misericordia, Hopkins; Hymns, 307 &amp; 22.

Messrs Butterfield & Swire inform us that the O. S. S. Co.'s S. S. *Palamedes*, from Liverpool, left Singapore for this port yesterday afternoon.

THE equally weather which prevailed last night and this morning was the cause of some damage to small craft in the harbour, but nothing of a serious nature has been reported.

STANLEY'S COMPANY appeared at the Theatre Royal last night in Gilbert and Sullivan's two-act opera, "The Yeomen of the Guard." The piece was produced at the Savoy Theatre in October 1886, and although it was presented here last night for the first time, it may be presumed that to the majority of the audience the character of the work was fairly well known. Important as the verdict of Hongkong no doubt is, an opera may run a long time entirely independent of it. If the gentlemen who write the musical and dramatic notices for the London press attend strictly to business, a new work of this description has a chance of being more or less fully and intelligently criticised before it reaches this colony, and in the case of "The Yeomen of the Guard," like all the recent Gilbert and Sullivan productions, enough has been written to make the average newspaper reader quite familiar with them. It is therefore hardly necessary to say that "The Yeomen of the Guard" is one of the most successful results of the profitable partnership now dissolved. That the book is a departure from Gilbert's usual method is that the story is faintly in construction and intricate in its conclusion; that the music, which ranges over a wide field—expressing in one place the solemnity of a funeral march and in another the gaiety of a dance measure—includes many gems well worthy of Sir Arthur Sullivan—all this is well known. If the work had to be judged solely from last night's performance, the verdict would certainly not be favourable, for although praiseworthy efforts were made to do justice to it, the result was a long way from success, particularly as regards the music. Some of the choruses were exceedingly weak and confused, and the orchestra, which as a rule has shown itself fairly well up to its work, was a good deal below its usual standard, so that the happy orchestral effects characteristic of the composer's work were not so conspicuous as they should have been. Miss Amy Childs gave a very intelligent and acceptable impersonation of the part of Elsie Maynard, both her singing and acting being very praiseworthy, and Miss F. Stanley has seldom appeared to better advantage than she did as Phoebe Mervil. Miss D. Childs as Dame Carruthers deserves a word of praise, although she spoiled the effect of her singing by too frequently turning her back to the audience. Mr. Pyne's Jack Point was a very clever performance and deserves high commendation. Mr. Alexander Boyd appeared to advantage as Sir Richard Chormondley, and his singing was listened to with pleasure. Mr. Lindau was also good as Sergeant Mervil. We regret that we can not say the same of Mr. Packard as Colone Palfrey, nor of Mr. Lyndon as Leonard Mervil. Mr. Fletcher as Wilfred Stedman was very successful, and in spite of his grommeted looks was his likeable personality as an assistant to the Board was a decided favourite with the audience.

Divine Service for Seamen.—On Sunday morning, between 9 and 10.30 o'clock, the steam launch carrying the Bethel flag will sail alongside any vessel having a crew competent to convey men ashore. At 11 a.m. service at St. Peter's Seamen's Church, returning about 12.30.

The rates seem to be decidedly opposed to all efforts made for the purpose of completing Victoria College. From the length of time it took to put the building in a fit state for occupation, it might very reasonably have been supposed that all the work was of the best possible quality and that when finished it would be finished indeed. The difficulty, however, is to get it finished. No sooner was the long-looked-for announcement made that the building was ready to take the place of the old Central School than it was found that it was insufficiently roofed, and that the exclusion of rain from the interior of the building, which is not altogether unimportant function of a roof, had been quite overlooked. This was a mistake which of course had to be remedied, and the re-roofing of the college was proceeded with, but the evil fortune of the building still persisted, and as the new lead was put on by the workmen it was carefully removed at night by thieves. Up to the present time about 200 lbs. of the new sheeting has been taken away.

A SOCIETY of disappointed lovers has been formed by the joint efforts of the Archimandrite Falanga and Mr. Papou, 5<sup>th</sup> Fragment of the Russian Legation at Peking. The Chinese used the Pekin dialect; but it is a grave defect that the Chinese characters are rendered in a toto principle, and the book's practical use is, therefore, much curtailed. The Russian Government contributed 10,000 roubles towards the production of the work.A SCOTTY of disappointed lovers has been formed by the joint efforts of the Archimandrite Falanga and Mr. Papou, 5<sup>th</sup> Fragment of the Russian Legation at Peking. The Chinese used the Pekin dialect; but it is a grave defect that the Chinese characters are rendered in a toto principle, and the book's practical use is, therefore, much curtailed. The Russian Government contributed 10,000 roubles towards the production of the work.

There has just arrived in England a collection of valuable inscribed cuneiform tablets from ancient Babylon. These documents are at present of very great value, as it is doubtful if, under the present attitude of the Porte, any further consignments will be allowed to come to this country. The collection consists of documents of a commercial and legal as well as fiscal character, varying from about B.C. 2500 down to about two centuries before the Christian era. Many of these inscriptions are of the curious envelope shape—that is, one copy of the deed was written on the back of the clay envelope, upon which a second copy is written. One of the tablets, dating about B.C. 2200 reveals to us the curious fact that there are in Babylon at that time a class of men employed as agents to obtain children to be adopted by wealthy citizens who had no family. These men received a regular commission both from the parents and from those who adopted the infant.

THE SCARCEY OF men in the naval service is looked upon as a most serious matter. The *Hove* and the *Rosary* have been commissioned with only half their crews, an unprecedented occurrence in time of peace.

The Justices of the Supreme Court say that an American exchange is not to blame as they are paid all day long when sit upon the greatest trials in the United States and more by more of show of deference and respect than ever the President receives, with the theatrical curtains of crimson silk drawn behind them, and a great gold eagle over their heads, with page boys at their elbows, venerable lawyers bowing before them, valentines open to hush the fall of feet upon the court-room floor, negro doormen watching over noiseless doors, dim religious light in the semi-circular room, and a never-ceasing throng of awed citizens of this and other lands reverently staring them out of countenance.

A NEW CRUISE.—The new second-class twin-screw cruiser *Luton*, the first of the twenty-nine provided by the Naval Defence Act of last year, was successfully launched the other day from the yards of the Naval Construction and Armaments Company at Barrow. The christening ceremony was performed by Lady Edward Cavendish, and the launch was witnessed by many thousands of people. The *Luton*, which will be ready for sea in two months, will be armed with two sets of gun-tubes. The Company have similar vessels in course of construction. —United Service Gazette.

HOW WALDENSEE LOST IT.—A story comes from Berlin by the way of London. It has been thought by many that Count Waldensee, an undoubted friend of the Emperor's, was destined to be the successor of Bismarck. That he was not, as is said to be explained by the fact that the Count made some severe strictures upon an essay which had been presented anonymously to the annual competition of the general staff. His remarks were made in the presence of the Emperor, who appeared to be excited thereat. General von Caprivi, who was present, noticed the Emperor's agitation, and, shortly afterwards, that he was the author of the essay criticized. With admirable tact he praised the essay and adopted the ideas. The result was that the Count went to Italy and the General became Chancellor of the Empire. —Boston Advertiser.

ALL THE BUSY BRAINS of the trade's of *Wards* have been set working by the promulgation of the momentous question: What is the age at which a girl may marry? By a large majority of the 1884 correspondence which I have hitherto favoured with their conclusion, twenty-five is, indeed, to be the best age, or certainly not earlier than twenty-one. How can a girl of eighteen, it is asked, understand the importance of the step? On the other hand, a girl of twenty-five must have in a more emphatic manner than others—that our wife is the best treasure on earth, and that the treasure cannot be successfully increased by duplication.

That the amendment of the Attorney General (Mr. Goodman), coupled with his explanation of the blunder he had made, was of a much more satisfactory nature than his previous remarks.

THAT I DO NOT lay serious blame upon the Attorney General, because he looked at the instructions of the Secretary of State naturally enough from the English point of view, and knew no better way.

THAT OTHER MEMBERS of the Government did know better, and ought to have post-ed Mr. Goodman in the traditional policy of the Colonial Office.

THAT HE SAID IT WELL THAT ENDS WELL.

THAT IF THE OBJECT aimed at by the Bill can be attained without unnecessarily interfering with legitimate Chinese relations, the power will have done some good.

THAT THE SPECIAL COMMITTEE on the Waterworks Bill, unlike most bodies of that nature, has done some really good work. That the discussion which has been prolonged on account of the appointment may lead to even more amendment.

THAT MR. CHADWICK, who appears to be open to conviction in proportion to his solidity and intelligence, seems to have claimed in with the proposal to abolish meier excepting in special cases.

THAT THE APPOINTMENT of the Water Engineer as Water Authority, even during the process of construction, is generally opposed, and the sanitary Q. C. (who refers rather contemptuously to the proposed Authority as the "Drains men") thinks that the sanitary Board ought to be at once installed.

Now, children, who was the strongest man? asked the Sunday school Superintendent John L. Simpson. yelled a little fellow whose knowledge of sacred and profane history was somewhat mixed.

TODAY had the minister to superintend. Little Mabel had been told to keep quiet at the table, but when she found herself without butter and the butter-plate in front of the pastor, she gathered her courage, and, clearing her throat, said: Dear pastor, won't you please, for Christ's sake, give me butter?

The photograph is likely to be useful as a means of correspondence in countries where the inhabitants cannot read or write—for example, Mexico, in which the postal authorities have adopted the instrument, and the public can use it at the rate of 6 to 12 cents per 1,000 words. The user, having paid the fee, speaks his message into the instrument, and it is sent by post and reproduced at its destination to the person addressed.

That want of tact in some cases is a fruitful of friction than lack of ability, and I fancy that in this case Mr. Cooper is not the man for the post. That some local Blackstones have been endeavouring to improve upon our Ordinance of late, under protest of consolidating and amending.

That the levy for the water rate has been variously stated in the law statutes from 1868 up to the present time, and I observe, the statute of 1868 puts it very clearly thus: "to collect a water rate calculated at 2 per centum upon the gross annual value of property, as far as the Police Rate Assessment for the current year."

That this means 2 per cent upon the gross annual value of about three million dollars, while a certain ordinance of 1868—evolved perhaps from the combined intelligence of the Law Revision Committee—calmly defines the water-rate to be 2 per cent of the rates levied.

That the gross annual value being about three million dollars, 2 per cent of that amount—which is what is wanted—would produce about \$60,000.

That the Council have struck out the rating clause from the new Water Bill—the Attorney General remitting that the Rating Ordinance of 1868 fully provides for the water rate.

That, as by this 1868 statute the water rate is defined as 2 per cent of the rates levied—the rate will be real—will be about \$8,000.

That doubtless no one ever intended to reduce the water rate, but as the word "reduce" has no other meaning, than that stated, it will be advisable to correct the error in the new Water Bill, instead of deleting the clause which stated the proportion correctly.

That Hongkong seems to have made a discovery the other day that it was a dependency of the British Crown which full of art.

That this discovery was followed by another—that the exhibition of the Sketching Club was full of works of art.

That these discoveries were mainly owing to two facts—that a professional artist had visited these shores, and the youthful Secretary of the Club had hung his pictures.

That the shock to Art generally has not been so painful as it was at first, but as the Sketching Club look up to its president of the system, unless they are to be defamed amongst industrious crammers in England, or amongst the heroes of Indian University examination-rooms, must be sought for China itself, for outside of that country no one seems to have a word to say in its favour. Yet nowhere in the world, as the writer of the article in the *China Review* reminds us, is the faculty of letters held in more esteem, and nowhere is closer and more constant attention paid to its cultivation.

But nowhere is cultivation pursued with smaller practical result. The scholastic philosophy, even as presented by Bacon and Macaulay for his interpreter and magnifier, would pass for practical good sense in comparison with the learned marine stores of Chinese academicians.

That the knowledge of English, we are told, is spreading, and will spread, but whether the Chinese of the future is to acquire his science and philosophy through the medium of his own or a foreign tongue is a problem which does not affect the Chinaman of to-day. In Hongkong the knowledge of English is of practical necessity to Chinaman who wish to be well equipped for the battle of life. This is one more point of resemblance between the conditions of education in India and in the parts of China which have become subject to English influence. The record, indeed, shows how much there is in common between the problem of education as it presents itself in China and in India. The social conservatism of the people raises the same difficulties here and in Hongkong; the same prejudices have to be combated against, and the only difference between Indian experience and that in Hongkong is that in the latter case a proportionately greater success has been realised.

EDUCATION IN CHINA IN INDIA.

The *Bombay Gazette*, discussing an article on "Education in China" which appeared in a recent number of the *China Herald*, says:—There is a story familiar to most people of an indolent man of action who, when asked to prepare an article upon China, took down his volumes of the Encyclopedia and, abstracted the articles on China and on "Music," and then proceeded with his task by combining his information.

China is still a terra incognita to the rest of the world that some such process might command itself to a man who was anxious to do something for the subject.

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# THE CHINA MAIL.

No. 8571.—JULY 5, 1890.

## A YANKEE VIEW OF A BRITISH POET

I've bin a rendin' Brownin', our schoolma'am  
Told me I wot.  
The tallest liner poetry the world's diskovered—  
Now I like poetry better'n pie, or any kin' er  
nass.  
An' I hawk for like winter cows a-hanked  
In' for grass.

I took the book down to the brook; sez I,  
I'll hev it rich!  
I'll dress myself in poetry an' sentiment, an'  
The brook'll hinder keep in tune, tho'  
Will sing their song, an' so keep time with  
this great poet's words!

An' as I started in to read; 'twas just like  
A whirling round;  
In a big bumble, dingle cart, right over  
new-plowed ground;  
An' now an' then the ox'd break, an'  
down you'd go kerplunk,  
Then two or three more wheels'd bust,  
and then the hoss'd stop.

An' then he'd start off on a rush, an' go a  
whirlin' round;  
Treat us like their own papas;  
No fear now of atlen kisses,  
Billes-doux—rate mamas;  
But, their white irms canny resting  
On our shoulders, if you please,  
They will ask (I am not jesting)  
After our rheumatic kueess!

I's posse that's wen the poem stopped; I  
didn't read no more;

My bones were mixed permisus-like, an'

all my joints was sore;

The bobolink due up a tree, an' never  
raised a yell.

An' I went home, an' thirteen week wuz  
laid up with the grip.

—S. W. Foss, in *Yankee Blade*.

## AFTER FORTY!

After forty, lads grow thinner,  
We grow stouter—there's the rub!  
Linger longer on our dinner,  
Shift the matutinal tub;  
After forty, we get lazy,  
To the lids the girls resign—  
They may flirt with Dot and Dicky  
Whilst we older o'er our wine!

After forty, we discover  
Aches and pains distinctly new,  
Once a lobster-lad, now a—  
Now we court the homely sow!

After forty, floggs find us;  
Sad to tell, an' easy prey;  
Leaving lightnessons behind us,  
We grow grave day by day!

## AFTER FORTY!

After forty, like their own papas;  
No fear now of atlen kisses,  
Billes-doux—rate mamas;  
But, their white irms canny resting  
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After forty, saucy misses  
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